

GREEK ART IN ATHENS.

Mr. C. Newton, in a letter lately read at the Royal Society of Literature, gives an account of the objects which he saw still preserved in Athens, and chiefly of the numerous fragments of the ancient Greek art contemporary with, and posterior to, the time of Phidias, with lists of these fragments, and notice of the places in which they are at present preserved. He says,—"It seems of great importance that good casts should before long be made of all the remains still existing at Athens—and this for several reasons. The sculptures in question are for the most part not at present accessible. No archaeologist or artist can see them without a journey to Athens, and when on the spot would not know of their existence unless from his previous study. Even then he can only see them by making a special appointment with the curator, and his visit must therefore be a hurried one. They are not only difficult of access, but they are also in great danger from mutilation and depredation. Already has the beautiful group of the six seated deities, lately discovered, sustained irreparable injury, the hand and foot of one of the male figures having been broken off. In the present unsettled state of Greece the sculptures are necessarily insecure; and in the event of another revolution, what is there to prevent the Acropolis from being again a fortress, and again a mark for the cannon of the besieging party? The shells which in 1833 destroyed the roof of the Erechtheum, would not be wanting to complete the destruction of the sculptures of Phidias."

A letter from Athens, of the 4th ult., states that the King of Greece had visited the Acropolis to examine the antiquities recently discovered there by M. Beulé, a Frenchman. Some of the excavations made under his directions are said to have brought to light the last steps of the staircase which led to the principal entrance, and the surrounding wall of the citadel. The steps are in Pentelic marble, and not a joint of them has been displaced. The door is 12 feet high, and of the Doric order. The lintel and the casing of the door are in a single block of marble. The wall is 21 feet in height. It is composed of different kinds of marble. At its base are pedestals and fragments of the Roman epoch. The upper part comprises the entablature of several Doric temples anterior to Pericles. Above the architrave is placed the frieze with its triglyphs in stone, and its metopes in marble in the same style as the first Parthenon. The cornice does not crown the wall, but is in its turn surmounted by an attic formed of fresh architraves and cornices which belonged to the interior of the temple. M. Beulé had commenced another excavation in the southwest angle of the great bastion to discover the construction of the western wall. He has found two other arches in perfect preservation, but they do not date further back than the Middle Ages. Several fragments of architecture and sculpture and twenty-three inscriptions had been discovered. A bas-relief, well executed, represents eight young Athenians dancing. M. Beulé had been presented by the King with the order of the Saviour, and was about to return to France.

DESTRUCTION OF ANCIENT BUILDINGS.

—An Edinburgh paper says, in the ancient parish of Auldcombua, now part of the parish of Cockburnspath, Berwickshire, stands on a lofty position by the sea-shore the venerable ruins of St. Helen's church, hitherto much admired as presenting an interesting specimen of simple Saxon (?) architecture. The church is said to have been built as early as the seventh century, and to have been dedicated to Helen, the mother of Constantine the Great. What will the antiquaries, what will every educated man say, when he hears that very lately a large portion of this edifice, and that the most valuable in an architectural point of view, has been pulled down to repair a neighbouring stone dyke? Some modern Goth has smashed with relentless hammer the fine old arch that was so much admired.

RAILWAY JOTTINGS.

An extensive fire, involving a loss of upwards of 16,000*l.*, occurred on Saturday week at the store warehouses of the South-Eastern Railway, adjoining the station at Ashford. No portion of the building or its contents was saved.—On Monday in last week the masons on the Penaber Branch Railway struck work, and demanded that their wages be advanced to 4*s.* per day. This being acceded to by the contractors, the masons resumed their work on Tuesday morning.—A letter from Belgrade of 8th ult. says,—"It is seriously in contemplation to construct a railway between Belgrade and Constantinople. It is an English company which has an idea of this undertaking. Two engineers have been charged to survey the country, and to visit the spots by which it will be most desirable to carry it. They were recently at this place, and have by this time returned to Constantinople. They have expressed their astonishment at finding that the difficulties of the ground are trifling in comparison to the importance of the undertaking. They would only have from sixteen to eighteen tunnels, and those very short, to cut, six of which are under the Balkans. This same company had an idea of continuing the same railway into Asia, so that when the line was completed, the journey from London to Bombay might be made in fifteen days." The formation of a railway through the northern European provinces excites much attention, it is said, at Vienna, and is pronounced by the Vienna *Wanderer* to be a matter even more important than the Egyptian railway.—The following is from *Herapath's Journal* on the effect of the earth's rotation on locomotion. "Mr. Uriah Clarke, of Leicester, has called our attention to an article in the *Mechanics' Magazine* by himself on the influence of the earth's rotation on locomotion. It is well known that as the earth revolves on its axis once in twenty-four hours, from west to east, the velocity of any point on its surface is greater nearer the equator, and less farther from it, in the ratio of the cosine of the latitude. Mr. Clarke says:—"Some rather important conclusions in relation to railway travelling arise out of the view now taken. The difference between the rotative velocity of the earth in surface motion at London and at Liverpool is about twenty-eight miles per hour; and this amount of lateral movement is to be gained or lost, as respects the locomotive in each journey, according to the direction we are travelling in from the one place to the other; and in proportion to the speed will be the pressure against the side of the rails, which, at a high velocity, will give the engine a tendency to climb the right hand rail in each direction. Could the journey be performed in two hours between London and Liverpool, this lateral movement or rotative velocity of the locomotive would have to be increased or diminished at the rate of nearly one-quarter of a mile per minute, and that entirely by side pressure on the rail, which if not sufficient to cause the engine to leave the line, would be quite sufficient to produce violent and dangerous oscillation. It may be observed, in conclusion, that as the cause above alluded to will be inoperative while we travel along the parallels of latitude, it clearly follows that a higher degree of speed may be attained with safety on a railway running east and west than on one which runs north and south. There is no doubt of the tendency Mr. Clarke speaks of on the right-hand rail, but we do not think it will be found to be so dangerous as he says. It will be greatest on the Great Northern and Berwick lines, and least on the Great Western."

HAARLEM LAKE.—It is said that the great work of draining this lake has been accomplished.

STATUES TO ST. PIERRE AND DELAVIGNE AT HAVRE.—The inauguration of statues in honour of Bernardin de St. Pierre and Casimir Delavigne took place on Sunday week at Havre. The statues, executed by David (d'Angers), are set up in the Place François I. in front of the principal entrance to the Museum.

WORKS IN IRELAND.

The Cathedral of St. Brendan, at Ardara, in the county of Kerry, is to be restored, it is to be hoped, by competent hands.

It is stated that the Lord Archbishop of Tuam is about having eight new churches erected in his diocese, the designs for which are to be furnished by Mr. Welland, architect to the Ecclesiastical Commissioners.

The new bank erected by the Northern Banking Company at Belfast, from the designs of Mr. Lanyon, recently mentioned in the Editor's account of Belfast, has been opened. The style of architecture is Doric. Two projecting wings form the principal features of the front, and the central space is subdivided into three spaces by engaged Doric columns, recessed about two feet. A flight of steps outside approaches the interior, through a deeply recessed porch, with semi-circular panelled ceiling, executed in cast stone. In the vestibule is a second flight, which reaches the cash office, an apartment about 65 feet by 45 feet. This room is decorated with principal and inferior columns, is lighted by twelve semi-circular windows over each bay, groined into the cove above the cornice, and provided with doors leading into directors' rooms, &c. The basement consists of a vaulted space, devoted to safes for papers, bullion, &c. and heating apparatus rooms. The fittings of the office are of oak.

The drainage and navigation works undertaken by the Board of Works to connect Lough Corrib with Galway Bay, are progressing. A tidal or floating basin, two acres in extent, is being constructed. The length of quays is 1,230 feet long by 204 wide, with a lift of 14 feet, generally supposed to be the greatest in the United Kingdom. A canal, 1,322 yards in length, excavated through limestone, and enclosed by a coped wall, with five iron swing bridges at intervals, is being formed. The shoals at Newcastle and Menlo have been removed, and the Friar's Cut deepened. The works on the improvement of the Lough Corrib Mill power will be finished this year. The canal connecting Lough Corrib with Lough Mask is 4½ miles long, cut through solid limestone rock, and the entire length has been opened, with the exception of 700 yards. By those works 20,972 statute acres will be reclaimed, and an increase of 1,400 horse power obtained. The number of men employed in this district is as follows:—Masons, stonemasons, carpenters, smiths, and other tradesmen, 193; labourers, 1,462. The result of these works will be to open a direct line of navigation 35 miles in length from Galway, through Loughs Corrib and Mask, and afford to Ballinrobe, Cong, Masm, Oughterard, Headford, and the surrounding country, the benefit of water communication with Galway.

A new Roman Catholic Church is to be built at Limerick, in the parish of St. John. Accommodation is to be provided for upwards of 5,000 persons, and the committee will expend a sum of 5,000*l.* on the building, exclusive of the cost of erecting a tower to contain a peal of bells.

The directors of the Clonmel Mechanics' Institute have selected the plans submitted in competition for their intended new buildings by Mr. J. J. Lyons, architect.

The first stone of St. John's Episcopal Chapel, May's Field, has been laid by the Lord Bishop of Down and Connor in the absence of Mr. Fenton, the Mayor, at Belfast. A silver towel was presented to the bishop by Mr. Gladstone. The late Mr. Hamilton bequeathed 3,500*l.* towards the erection of this building, which is designed to accommodate 500 persons, and will be in the early Gothic style.

STATISTICS OF THE IRISH EXHIBITION AT CORK.—In a lecture at Cork on the Irish National Exhibition, the lecturer, Mr. Maguire, took occasion to mention that the attendance at the Exhibition had been as follows:—Season tickets, 36,006; two-shilling tickets, 5,661; shilling tickets, 12,253; sispenny, 17,778, making a total, up to that day, of 72,458 persons who had visited the Exhibition.